

IN THE CLAIMS:

A complete listing of all the claims is now provided.

Claims 1 to 6. (Cancelled).

Claim 7. (Currently Amended).

A shaft-hub connection comprising:

an attachment flange (1) having a hub-sleeve element (3)
with a ~~conical region~~ radially outermost surface that is conical;

a clamping element (6) which is attachable to said
attachment flange and by means of which a shaft end (2) assigned
to said attachment flange is connectable by frictional connection
to said attachment flange; and

a bushing (4) positioned between said hub-sleeve element (3)
and said shaft end to take up a slip torque and designed in
multiple parts in its axial direction, wherein said hub-sleeve
element (3) is under ~~the~~ a clamping effect of said clamping
element (6), and wherein the level of the slip torque which is to
be taken by said bushing (4) can be preset.

Claim 8 (Previously Presented).

The shaft-hub connection according to Claim 7,

wherein said clamping element is a clamping ring (6).

Claim 9. (Previously Presented).

The shaft-hub connection according to Claim 7,
wherein said bushing (4) is a bronze bushing.

Claim 10. (Previously Presented).

The shaft-hub connection according to Claim 7,
wherein said bushing (4) is provided with a sliding film on
its inner and the outer sliding surfaces.

Claim 11. (Cancelled).

Claim 12. (Previously Presented).

The shaft-hub connection according to Claim 7,
wherein said hub-sleeve element (3) is implemented in one
piece with said attachment flange (1) and extends essentially
over the length of said bushing (4).

Claim 13. (Cancelled).

Claim 14. (Currently Amended).

A shaft-hub connection comprising:

an attachment flange (1);

a clamping element (6) which is attachable to said attachment flange and by means of which a shaft end (2) defining an axial direction assigned to said attachment flange is connectable by frictional connection to said attachment flange;

a hub-sleeve element which is implemented in multiple parts, with a first part (3.1) having a conical outer surface region and being implemented in one piece with said attachment flange (1) and another part (3.2) being assigned as a sleeve-shaped hub core to said shaft end (2); and

~~a bushing~~ at least two bushings (4) positioned radially between said first part (3.1) of the hub-sleeve element and said another part (3.2) of the hub-sleeve element to take up a slip torque and ~~designed in multiple parts in its axial direction~~ the bushings contacting one another in the axial direction;

wherein said first part (3.1) of the hub-sleeve element (3) extends over the length of said at least two bushings (4), in contact therewith;

wherein said hub-sleeve element is under ~~the~~ a clamping effect of said clamping element; and

wherein the level of the slip torque which is to be taken by said ~~bushing~~ bushings can be preset by adjusting a bolt (5) which connects the attachment flange (1) with the clamping element (6).

Claim 15. (Previously Presented).

The shaft-hub connection according to Claim 14,
wherein said clamping element is a clamping ring (6).

Claim 16. (Currently Amended).

The shaft-hub connection according to Claim 14,
wherein said ~~bushing~~ bushings (4) ~~is a~~ are bronze bushing.

Claim 17. (Currently Amended).

The shaft-hub connection according to Claim 14,
wherein each of said ~~bushing~~ bushings (4) is provided with a
sliding film on its inner and outer sliding surfaces.